

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,373 號式拾柒百叁千叁萬壹第 日玖十式月壹十年六十二緒光 HONGKONG, SATURDAY, JANUARY 19TH, 1901. 陸拜禮 號玖十月正年壹零 九千壹英港香 PRICE \$24 PER MONTH

RAINIER BEER.

It is the best and healthiest drink for you, your family and your friends, that money can buy. It keeps in perfect condition a long time, and climate or weather changes do not affect it.

SOLE IMPORTERS—
A. S. WATSON & CO.
LIMITED,

HONGKONG DISPENSARY.

Established 1841.

[a1632]

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815,
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & Co.'s Selection.
Sole Agents for it—
LANE, CRAWFORD & CO.
Hongkong.

[41]

JOHN WALKER & SONS'

FAMOUS

KILMARNOCK WHISKY.

This World-renowned
Fine OLD HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong of
SIEMSEN & CO.
Hongkong, 26th July, 1897.

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CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong.

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HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.30 a.m. ... Every quarter of an hour
8.30 a.m. to 9.30 a.m. ... Every ten minutes
9.30 a.m. to 10.45 a.m. ... Every quarter of an hour
11.30 a.m. to 3.00 p.m. ... Every quarter of an hour
3.30 p.m. to 6.30 p.m. ... Every quarter of an hour
6.30 p.m. to 8.00 p.m. ... Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.

SATURDAY.
Extra Night cars at 11.30 and 11.45 p.m.

SUNDAY.
8.15 a.m. to 10.15 a.m. ... Every half hour
10.30 a.m. to 11.00 a.m. ... Every ten minutes
Noon to 2 p.m. ... Every quarter of an hour
2.45 p.m. to 8 p.m. ... Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, 33 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st May 1899.

[a2550]

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fittings of every description. Bargains can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a specialty.

McKIRDY & CO.,
43 & 43A, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899.

[25098]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$5.00 per Cask of 97 1/2 lbs. net ex Factory.
\$3.40 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 2nd July, 1900.

[3102a]

WILLIAM MACLEOD, D.D.S.,

DENTIST.

BRACONFIELD ARCADE.

(Opposite Hongkong & Shanghai Bank.)
Hongkong, 10th November, 1900.

[2581a]

FURNISHING DEPARTMENT.

WINTER SEASON'S GOODS JUST ARRIVED.

COMPLETE HOUSEHOLD FURNISHING.

LARGEST STOCK OF BEDSTEADS, CARPETS, LINOLEUMS, CURTAINS,
&c., IN THE EAST.

ESTIMATES FREE.

LANE, CRAWFORD & CO.

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CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Another FINE COGNAC, \$13.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—**SIEMSEN & CO., HONGKONG.**

[41a]

EXTRA SPECIAL FINEST

LIQUEUR WHISKY. . . .

A BLEND COMPOSED OF THE FINEST HIGHLAND

WHISKIES, THOROUGHLY MATURED IN SHERRY

CASKS IN BOND.

MILD AND MELLOW.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 17th January, 1901.

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COTTAM & CO.

DRESS SHIRTS.

DRESS SHOES.

DRESS TIES.

DRESS GLOVES, &c., &c.

SCHLITZ WORLD FAMED

BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

TONIC AND REFRESHING.

SOLE AGENTS—

WATKINS, LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS,

HONGKONG.

[112a]

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.

EASTMAN'S KODAK'S, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co.,

17A, QUEEN'S ROAD, HONGKONG.

[390a]

THE VICTORIA DISPENSARY

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE.

TONIC WATER.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

[33]

ROSS' PATENT PRISMATIC BINOCULARS.

WITH THE FIELD AND POWER OF A TELESCOPE IN THE COMPASS OF
AN OPERA GLASS.
OTHER FIELD AND OPERA GLASSES IN STOCK.

ACHEE & CO.,

17A, QUEEN'S ROAD CENTRAL, HONGKONG.

[124]

CLUB

WHISKY

\$12 PER DOZ.

H. PRICE & CO.

12, QUEEN'S ROAD.

VEGETABLES.

ASPARAGUS. ARTICHAUDS FOND D'. BEETS. FRENCH BEANS. YOUNG LARGE BEANS. WAX BEANS for SALAD. STRING BEANS. CARROTS. CELERY. RED CABBAGE. GREEN CABBAGE. WHITE CABBAGE. CHERVIL. CAULIFLOWER. CORN EXTRA. CEPES A L'HUILE. HARICOTS FLAGOLETS. JULIENNE. MACEDONNE. PARSLEY. PARSNIPS. GREEN PEAS. SOUBROUT. SPINACH. TOMATOES, &c., &c. DRY VEGETABLES. ASSORTED BEANS and LENTILS.

ALSO DRIED EVAPORATED FRUITS—

APRICOTS, APPLES, FIGS, PEACHES, PEARS, PRUNES, &c.

Apply to—
G. GIRAUULT,
6, QUEEN'S ROAD.

[3091]

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

WHITAKER'S ALMANACK, 1901. \$1.75
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Paris Noel, 1901-1901. 2.00
China's Open Door, by Consul-General Wildman. 3.50
As Talked in the Sanctum, by Consul-General Wildman. 2.50
Celestias of the Army, Volume. 6.50
From Aldershot to Pretoria, by Rev. W. S. Sellers. 2.00
Twist School and College, by Gordon Stables. 2.00
Gutta Percha Willie, by George MacDonald. 1.50
Long Live the King, by Guy Boothby. 1.50
The Woman of Death, by Guy Boothby. 1.50
Quaints, by Anthony Hope. 1.50
Stickit Minister's Wooing, by Crockett. 1.50
Eleanor, by Mrs. Humphrey. 1.50
Macaulay's Essay, Excellent Edition. 1.50
Coral Bees, by Darwin, Excellent Edition. 1.50
Complete Prose Works of Emerson, Excellent Edition, Cloth. \$1.50
Livingstone's Travels, Excellent Edition, Cloth. 70
Circle of the Earth, by Knight. 35
Broken Bonds, by Hawley Smart. 35
Pendeims, by Thackeray. 35
NEW STOCK.
Gentlemen's Black and Brown Boots and Shoes.
Gentlemen's Patent Leather Boots and Shoes.
Gentlemen's White Buckskin Boots and Shoes.
Ladies' and Gentlemen's White Canvas Tennis Shoes.
Gold Flake Tobacco, Sweet Caporal Cigarettes, Mathilde Habana Cigars, Flor Fin. Boxing Gloves, Ascot Race Game, Tennis Rackets, &c., &c., &c.

NOTICE OF FIRMS

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

I HAVE THIS DAY RESUMED CHARGE of the Company's Business.

W. H. RAY,
Secretary.

Hongkong, 17th January, 1901.

MANUSCRIPT MUSIC.

THE undersigned undertakes to COPY all CLASSES of MUSIC (with or without accompaniment), at very Reasonable Prices, with Neatness and Correction.
Apply to—
"EUTHERPE,"
28, Des Vaux Road.
Hongkong, 12th January, 1901.

PIANOFORTE LESSONS.

MISS M. MARQUES DA SILVA begs to notify that she undertakes to give LESSONS in PIANOFORTE to Ladies and Children. Terms very moderate. Enquiries by letter, care of Office of this Paper.
Hongkong, 15th January, 1901.

ROBINSON

PIANO CO., LD.

HONGKONG, SHANGHAI, SINGAPORE

MANUFACTURERS OF

IRON FRAME

PIANOS.

\$225, \$340, \$375, & \$400.

HAAKE, METZLER, WERNER.

W.E. personally searched Germany and England thoroughly and found nothing to come near these. They are altogether

UNEQUALLED IN THE COLONY.

Should be seen before buying.

Others by

COLLARD, BRINSMEAD, RACHALS.

HIRE PAYMENT SYSTEM if required.

Hongkong, 4th January, 1900.

[2873]

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 m.m.

With CHAMBER for 10 CARTRIDGES.

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.
Hongkong, 3rd October, 1900.

RUINAERT PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal)

LAUTS, WEGENER & CO.
Sole Agents.

Hongkong, 17th May 1895.

BAILEY & MURPHY.

CONSULTING ENGINEERS AND SURVEYORS.

60 & 62, DES VEAUX ROAD.

Telephone No. 187. Telegrams "Contract."

W. S. BAILEY, M.I. MECH. E.

E. O. MURPHY, WH. SC. A.M.I. MECH. E.

Hongkong, 4th January, 1901.

AMERICAN MACHINERY.

WE HAVE OPENED A MACHINERY DEPARTMENT, and are prepared to furnish Prices, &c., on STEAM ENGINES, GAS and OIL ENGINES, BOILERS, PUMPS, LATHES, DRILL PRESSES, PLANERS, PNEUMATIC TOOLS, WOOD WORKING MACHINERY, HOISTING MACHINERY, SAW MILLS, MACHINIST'S SMALL TOOLS, BUILDERS' HAEDWARE, &c.

Made in America (U.S.A.)

Prices quoted f.o.b. New York, or c.i.f. Hongkong.

REUTER, BROCKELMANN & CO.,
Hongkong.

Hongkong, 3rd December, 1900.

A. DREWELL & Co.

COAL, FREIGHT AND SHIP BROKERS.

GENERAL COMMISSION AGENTS, KORE and MOU, JAPAN.

(CORRESPONDENCE SOLICITED.)

Kobe, 31st December, 1900.

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INSURANCE

THE STANDARD LIFE ASSURANCE CO

The Rates of Premium for Home and foreign residences are very moderate and consistent with the risk. Immediate reduction to Home Rate on return to Europe or other temperate climate. For Proposal Forms, rates, and full particulars, Apply to

DODWELL & CO., LIMITED.

Agents
Hongkong, 9th November, 1899. [3-a1873]

HOTELS.

HONGKONG HOTEL.

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

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THE PEAK HOTEL.

City Office: 7, Duddell Street.

[1028]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP. The PEAK, near the Tram Terminus.

Tel. 56.

For Terms, apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[1029]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

FIRST-CLASS PRIVATE HOTEL.

Handsome Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES by the DAY or MONTH.

[45]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate.

A. FONSECA,
Manager.

Hongkong, 1st December, 1899.

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KOWLOON HOTEL.

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.

Bowling Alleys and Billiards.

The Cuisine is Excellent.

J. W. OSBORNE, J. H. DOWNS,
Proprietor. Manager.

Hongkong, 8th September, 1900.

[3096]

HING KEE HOTEL.

INTIMATION.

A. S. WATSON & CO.,
LIMITED.SPECIALITIES FOR THE
SEASON.PORT WINE
AND
SHERRY

of the finest Vintages.

CLARETS

including Wines from the most celebrated Chateaux.

SCOTCH WHISKY.

Our Whiskies are so well known and appreciated that comment is unnecessary.

CONFECTIONERY

imported from the leading London and Parisian Houses.

COGNAC BRANDY.

Hennessy's finest productions
Quality guaranteed.

AERATED WATERS

Absolute purity guaranteed.

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

MARRIAGE.

At Shanghai, on Wednesday, the 9th January, HORACE, son of William WARREN, Melbourne, to GERTRUDE SOPHIE, youngest daughter of the late Arthur WARR, Launceston, Tasmania.

The Daily Press.

HONGKONG OFFICE: 14, DES VEAUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, January 19th, 1901

The question of the revision of the Chinese Tariff will unquestionably come up for consideration during the negotiations for a settlement between the foreign Ministers and the Chinese Government. There are conditions in connection with the duties levied that render the present system intolerable to foreign merchants and traders, and on their side the Chinese want to realise a larger amount from the trade carried on with foreign countries. The local Chamber of Commerce, we are glad to note, is keeping this contingency well in sight, and has addressed to the British Minister in Peking a letter reminding him of the promise given by his predecessor in office, Sir CLAUDE MACDONALD, that the Chambers of Commerce of Hongkong and Shanghai would be afforded an opportunity, before any amended tariff is adopted, of considering and reporting on any proposals for the revision of the tariff. Sir CLAUDE MACDONALD also stated, in this connection, that the opinions of these Chambers would receive full and careful consideration. No doubt the Chambers will have a great deal to say on the questions of *tekin* and the differential duties imposed by the Hukwan (or Superintendent) of Native Customs at Canton. The existence of competing Customs establishments in Kwangtung has long been a faithful source of trouble and obstruction, as by its working the Chinese traders are tempted to ship goods by junk instead of by steamer from Canton. It may be argued that, in consequence, the goods are laid on the Hongkong market at a somewhat cheaper rate, but as this is done at the expense of a foreign shipping company, and is in direct violation of treaty rights, the point cannot be maintained, as an advantage conferred on merchants at the cost of shipowners cannot make legal an infringement of the treaties. The only possible way of securing the abolition of such infringements in a country like China is to remove the cause. The entire Customs dues as well as the *tekin* should be collected by the Imperial Maritime Customs, and the *tekin* should be

merged in the Customs duty, a proportion of proceeds being handed by the Collector to the provincial governments in compensation for the loss of *tekin*. This provision is not unlikely to find favour with the Imperial Government, but it will probably meet with opposition from the provincial administrations, who will find their *sequestrations* somewhat shorn by such an arrangement.

Nevertheless we trust the foreign representatives will stand fast by this proposal. If the tariff is to be increased it can only be done on these terms; otherwise the last state of foreign trade in China will prove very much worse than its first. We are glad to note, by our Shanghai morning contemporary, that the question of treaty revision is engaging the attention of the German Association there, the Consul General for Germany having asked them to point out the principal subjects demanding notice in the coming negotiations. The Association have done this very thoroughly and embodied their ideas in a memorandum which has been published in the German organ at that port and reproduced in a translation in these columns on the 7th inst. They of course place the revision of the Tariff in the forefront, and urge first that the *ad valorem* duties shall be, where possible, replaced by specific duties. The *ad valorem* duties have led to much unpleasantness between German importers and the Customs authorities, owing to the duty being fixed on the market value of the goods, and the difficulty experienced in an agreement being come to as to what that value really is, more especially in the case of goods sold "to arrive." With regard to *tekin*, the German Association ask that these duties shall be abandoned altogether and higher duties substituted, i.e. to allow goods that have once paid import duty to pass free through China, or to unite the collection of *tekin* with that of the Imperial Maritime Customs. This recommendation is on all fours with the views of all foreign merchants, we believe. The Association next proceeds to deal with half-duty drawbacks, which they rightly argue should be issued in less time than at present, and suggest two months as a reasonable period. They also propose that these drawbacks should be made available for payment of export or import duties indiscriminately and at any Customs station, or be redeemable for cash at their full value. At present six months often elapse before the exporter can get his money back, and this is an obstruction to trade which ought not to exist. On this head, we think, there will be no difference of opinion among the foreign communities or the Chambers of Commerce.

Coming to the question of Customs regulations, the German Association is of opinion that those dealing with Night Permits, Sunday Permits, &c., require radical alteration. The Association have had long and practical experience of their working in Shanghai, where they probably exist under the most favourable conditions, and if they are not found convenient at that port they must unquestionably need revision. On the question of Bonded Warehouses the Association is most emphatic. As most of our readers are aware, the China Merchants' S.N. Co.'s wharves and godowns alone possess this privilege, which constitutes at once a valuable concession and an unfair monopoly. The Association points out the unreasonableness of this monopoly, and shows how it works to the injury of the foreign community by the fact that during the late disturbances the Banks refused to make advances upon goods stored in the China Merchants' godowns. Moreover there is the fact that the accommodation provided by them is frequently insufficient. There is indeed no reason why one Company should be thus favoured, especially one competing with foreigners for the carriage and storage of goods. The godowns should either be neutral and owned by the Customs, or any foreign godown company that will conform to the Customs regulations should have its godowns made into Bonded Warehouses. In any case, no advantage should be afforded to any company or nationality. On this point the Foreign Ministers should certainly obtain a definite understanding clearly and expressly laid down in the agreement. In making these suggestions the German Association of Shanghai has done good and useful work, and the Consul-General is to be congratulated on having so promptly applied to his countrymen engaged in trade for an expression of their views. We await with interest the reply of Sir EUGENE SARGENT to the letter of the Hongkong Chamber of Commerce on the same subject. Perhaps His Excellency prefers to wait to ascertain the views and proposals of the Chinese Plenipotentiaries before inviting an expression of opinion from the Chambers, and there may be something to be said in favour of this action, but we are by no means sure that it would prove the wisest. The Powers are in the position of presenting demands, and it seems to us that it is for them to say what is wanted and, if practicable, to insist upon their proposal being accepted and carried into effect.

The French gunboat *Viper* left for Canton yesterday.

The time of Captain Callaghan, of H. M. S. *Endymion*, being up, he is going home; and Captain Paget, of H. M. S. *Asra*, is to take command of the *Endymion*.

We received the programme of the Royal Hongkong Yacht Club Regatta, held to-day, too late for publication. The result will be given in our issue of Monday.

The salute of twenty-one guns in honour of the two-hundredth anniversary of the establishment of the Kingdom of Prussia was duly fired at noon yesterday, and the warships in the Harbour were dressed.

Two million taels have been demanded by Japan, says a Japanese contemporary, for the railway repaired by her and handed over to Field Marshal Waldersee, who in turn handed it over to the British.

The Acting Pujana Judge (Hon. T. Sercombe Smith) delivered judgment yesterday in the case Gaskell v. G. E. Stevens & Co., and found for the plaintiff. The judgment will appear in Monday's issue.

In the reports of the West Point Building Co. and Hongkong Land Investment and Agency Co., which appeared in yesterday's issue, the dates of the meetings should have been the 25th inst., and not the 18th inst.

The following changes in the Consular service in China were notified last month:—Mr. Herbert Francis Brady, to be Her Majesty's Consul at Chungking, and Mr. Michie Forbes Anderson Fraser, to be Her Majesty's Consul at Pakhoi.

We have received by the last mail Parliamentary Papers on China Nos. 4 and 5, 1900, being Reports respecting events at Peking and Correspondence respecting the Anglo-German Agreement. We shall take the opportunity of referring to these later.

The Band of the Royal Welsh Fusiliers will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m. The programme will be:—March "I trust you still"; Cox Selection "Scott Medley"; Cavalier's Yalse "Fond of the East"; A. G. Ward's Dances from Henry VIII.; German Song "Douglas Gordon"; Liddle Selection "His Excellency"; Carr Extra.

Last night H. E. the Governor, with Lady and Miss Blake, and suite, visited Harman's Circus and witnessed the performance, afterwards looking round the menagerie. The entertainment was of the same high order as on the two previous performances, and the audience showed their appreciation very plainly. This afternoon the first matinee will be given at 3.30 p.m., the doors being open from 2.30.

The operation of righting the dredger *Canton River*, the details of which we gave in our issue of yesterday, concluded with entire success yesterday morning. The dredger assumed an upright position at 9.10 a.m., among those present to watch being H.E. the Governor. It now remains to float her, but this task will not offer the same difficulty as that of turning her and may be accomplished within the week. An officer of H.M.S. *Terrible* is superintending the work, and coffer-dams are being constructed, two being now ready.

We have received the fifth annual report of Bell's Asbestos Eastern Agency, Ltd. The directors regret to report another loss on the year's operations, principally accounted for by the loss in closing the Singapore branch, and partly by the disturbance in China. Some important economies have been effected in establishment expenses. The company's business here has been transferred to local Agents. The total balance against the company is £3,648 4s. 10d., the balance brought from last account being £3,150 15s. 12d.

H.M.S. *Glory* arrived in the Harbour yesterday afternoon from the south. We have already given the main facts about her, but we may recapitulate her chief figures. The *Glory* is a sister ship of the *Goliath*, and is a first-class battleship of 12,950 tons displacement and 13,500 h.p. (Belleville boilers). She was built by Laird at a cost of £344,067. Her armour is—side, 6 in.; bulk-head, 12 in.; gun position, 12.5 in.; Harveysteel; deck-plating, 3.2 in. She carries four 12 in., twelve 6 in., q.f., eighteen smaller q.f., and two light guns; and five torpedo-tubes. Her speed is 18.25 knots and her complement 700 men.

The N.C. Daily News Wenchow correspondent writes on the 9th inst.:—"Wenchow is once more looking like itself, so far as the presence of the foreign community is concerned, as the last steamer of the year brought the ladies and children of the Methodist Mission from Ningpo, along with some of the C.I.M. missionaries from Shanghai, while others arrived by the first steamer in January. The visible appearance of ladies and children in the streets seems to give universal satisfaction to the natives, and conveys a sense of security. Although the city is perfectly quiet, it is not so in the country. Certain districts are still very much disturbed by local banditti. The first instalment, the correspondent states, of the indemnity for mission property destroyed and other losses has now been paid over by the officials of the respective districts. "One would hope that, now they have to pay up, the officials and others concerned will be convinced that it is more profitable to repress anti-foreign feeling while in the bud, before it is allowed through supineness or sympathy to blossom out into actual outrage. It is probable, however, that those who pay the piper are not those who dance to the music." This is precisely what might have been expected.

It has been found that the final financial result of the Paris Exhibition is a deficit of 3,000,000 francs (about £38,000).

The German Order of the Red Eagle of the Second Class, with oak leaves, has been conferred upon Captain Jaschke, Governor of Kienchow.

Count von Leyden, German Minister at Tokyo, has been appointed to Stockholm. He is succeeded at Tokyo by Count von Arco-Valley, hitherto Minister at Rio de Janeiro.

Captain Boissac, V.C., lately in command of the Hausa Police in West Africa, has been appointed to the post of Captain-Superintendent of Police at Shanghai.

Major Lauchstein, the German Military Attaché in St. Petersburg, has proceeded under orders to China to serve on the staff of Count von Waldersee. Major Lauchstein's successor in St. Petersburg will be Captain von Lüttwitz, formerly German Military Attaché in London.

It was officially stated last month that the Treasury had fixed for the quarter commencing 1st January, 1901, the rate for the issue of the dollar at Hongkong, in the Straits Settlements, and on the Chinese Station at 2s. This rate is fixed for regulating the payments which would be paid in Great Britain in sterling.

Last Sunday's issue of the *Universal Gazette* states that the Allies are contemplating an expedition into Shensi and have already made the necessary preparations. The *Universal Gazette* is also responsible for the statement that there are now three Italian war vessels lying just off Sanmen Bay, and it is reported that they are making preparations to land troops.

Arrangements, it is stated, are being made for a Chinese exhibition in London in 1902. The scheme is being engineered by a syndicate, and it will depend upon the support given during the next few months whether the exhibition will be on a larger scale than usual. No site has yet been decided upon. The exhibition will include many examples of Chinese life, with pagodas, temples, and Chinese villages.

The *Bangkok Times* in an article on the Siam railway in Siam, which is now in working order, says it has been a costly work, in life, money, time, and litigation. Thirty-five Europeans and 7,000 coolies are stated to have died whilst employed on the construction work. The line, says that paper, has taken eight years and a half to complete. The tender accepted for the making of the line was £10,000,000.

In the House of Commons on the 14th ult. Mr. Warner asked the Secretary for War if he could say what was being done towards putting Hongkong in a proper state of defence, especially the arming of the forts with modern breech-loading guns, providing the Volunteers with breech-loading guns, and providing ammunitions. Mr. Brodick replied that the arming of Hongkong is proceeding steadily, but he did not think it would be expedient to go into details.

The P. & T. Times learns that Mr. Foley as traffic-manager of the railways at Tientsin at the time of the outbreak has received a very gratifying letter of thanks from Admiral Seymour, in which the services rendered by Mr. Foley in the movement of troops for the first relief column, are fully acknowledged. Had Mr. Foley not exerted himself to facilitate the transportation of the men, no doubt the most serious delays would have occurred, says our contemporary.

The N.C. Daily News of the 14th inst. says in a leader-note:—"The Total has officially announced that Kung Chao will be sent to the Mixed Court. We understand that H. E. Liu Kung-yi regards the matter as of no importance, and only prosecutes the reformers to please his colleague H. E. Chang Chih-tung, who thinks to keep in the favour of the Empress Dowager by showing himself an implacable foe to the reformers. He may have the idea, too, that the more reformers he can put out of the way now, the fewer there will be to accuse him to the Emperor when the latter becomes again the ruler of China."

The statement comes from Constantinople that a proposal is being considered at Yildiz for sending an extraordinary mission of Ulama to China to preach peace to the Chinese Mussulmans, and to strengthen the relations between them and the Khalifa. The idea is said to have emanated from one of the great Powers, which is reported to have suggested that the Sultan should exercise his influence as Khalif over the Chinese Mussulmans, numbering about 200,000,000, with a view to bringing the disturbances in the Celestial Empire to an end. It is not surprising to learn that it is thought in diplomatic circles that the scheme will not lead to anything.

The announcement that the Japanese Minister to the Court of St. James was, at the beginning of this century, to take rank as an Ambassador, was thought quite likely to be correct, although it comes from the Continent. It is only twenty-five years since the first Japanese Minister was received by the Queen, but the "England of the East" has made such vast strides since then that there is no reason why she should not be admitted to the highest diplomatic rank. It is mainly a matter of sentiment, for the only official distinction between an Ambassador and a Minister is that the former is entitled both to public and private audiences of the sovereign, while the latter can claim private audiences only. If this change takes place the British Minister at Tokyo will also be raised to the rank of an Ambassador, and this will make the number of British Ambassadors nine.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE ORISIS IN CHINA.

LONDON, 17th January, 9.10 p.m.

THE U.S. AND CHINA—MR. ROCKHILL TO ADVISE MR. HAY.

It is reported that Mr. Rockhill has been recalled to advise Mr. Hay on Chinese affairs.

U.S. LEGATION TO BE ENLARGED.

The committee of the Senate has recommended a vote of one hundred thousand dollars for the repair and enlargement of the United States Legation at Peking.

GENERAL NEWS.

LONDON, 17th January, 9.10 p.m.

BRITISH CRUISER STRANDED.

The British second-class cruiser *Sybil* has stranded near Capetown. The crew was saved.

REUTER'S SERVICE.

LONDON, 16th January.

REINFORCEMENTS FOR SOUTH AFRICA.

The Government is sending drafts of Yeomanry to South Africa and has authorised the enlistment of 5,000 men.

The Government is also inviting 5,000 Volunteers to replace Volunteer and Service companies. It is stated that several militia battalions will be re-embodied.

THE FIGHTING IN SOUTH AFRICA.

Capt. Fitzherbert and 5 men were killed, 15 wounded and 4 missing at the fight with the invaders at Murraysburg district on the 11th inst. The Boers have captured a convoy with 12 waggons at Rhenosterkop; two of the escort were killed, 11 wounded and the remainder captured and released.

THE LILLIPUTIANS AT THE THEATRE ROYAL.

Though the furore aroused by the performances of the Lilliputians at the Theatre Royal may be attributed principally to the wonderful ability displayed by the youngsters, there is no doubt that the popularity of the performances is enhanced by the admirable selection of plays staged—plays which exactly hit the prevailing taste and which have well stood the test in the old country and elsewhere. It will be long ere the general public tires of musical comedies, particularly those of the character included in the repertoire of the Lilliputians. The immense popularity of *The Gaiety* and *The Belle of New York* with which these talented juveniles have delighted the public of Hongkong for the past fortnight is common knowledge. *The Gaiety Girl*, the musical comedy produced last night, has been equally successful. It is perhaps a trifle more hoisterous than its predecessors, a fact which will no doubt recommend it to many who go in for "a real good time." At any rate, much as the other two pieces were evidently enjoyed by the large audiences who patronised them, the crowded house gathered together last night was even more demonstrative, awarding unstinted applause to the efforts of the vocalists, laughing heartily at the amusing situations with which the piece abounds, and deporting themselves generally in a manner which showed they were enjoying themselves.

The different characters were admirably portrayed, Miss Midge Williams and Master Willie Pollard as usual, particularly distinguishing themselves. The dancing of Miss Florrie Sharp and Miss Edie Prebble was also a feature of the performance.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE CIRCUS—A SUGGESTION.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 18th January.

SIR,—May I through the columns of your valuable journal ask the management at the Circus to repeat here what they did at Singapore with so much success, and so much delight to their patrons—organize a tug-of-war between the Army and Navy. With two battleships in the harbour and several cruisers as well, the thing would be a pronounced success, and an enjoyable sight to witness. I am sure many would assist in making up a purse for the winners.

Apologising for trespassing on your space, yours, etc.,

PETTY OFFICER.

Here is a quotation from Mr. A. B. Freeman Mitford's new book *The Attacks at Peking*, occurring in a Preface, we may remark, which acknowledges the self-sacrifice and disinterestedness of missionaries in China:—"Rancy a Chinese Buddhist mounting on the roof of a lantern cab on the mob in pigskin English! That would give some measure of the effect produced on a Chinese crowd by a missionary whom I have seen perched upon a cart outside the great gate of the Tartar city at Peking, haranguing a yellow crowd of gapers in bastard Chinese, delivered with a strong Abderdonian accent. The Jesuits know better than that."

THE TROUBLE ON BOARD H.M.S. "BARFLEUR."

COURTMARTIAL ON THE "TERRIBLE."

Rumours of discontent on board H.M.S. *Barfleur* had been prevalent for some time past, and it is now well known in the colony that that feeling found its culmination in the throwing overboard by one or more blue-jackets of a bell brought down from North China by one of the officers, who in one way or another had incurred the dislike of some of the men in his division. Enquiries resulted in the arrest of three of them, and yesterday morning they were brought before a court-martial and charged with breach of naval discipline.

The Court was composed as follows:—Captain Percy Scott, C.B., of H.M.S. *Terrible* (president); Captain J. H. T. Burke, C.B., of H.M.S. *Orlando*; Captain G. A. Callaghan, C.B., of H.M.S. *Endymion*; Captain P. F. Tildall, of H.M.S. *Dido*; and Commander H. P. W. Freeman, of H.M.S. *Mohawk*. Mr. G. Stewart, private secretary to Rear-Admiral Bruce, was Judge Advocate, and Lieutenant England, of H.M.S. *Terrible*, acted as Officer of the Court. Captain George Warrander, of H.M.S. *Barfleur*, appeared as prosecutor, and Lieutenant Field, of H.M.S. *Barfleur*, on behalf of the prisoners.

The charge against the three men was that they, the said Edward Daley, leading seaman, official number 136,453, John Henderson, ordinary seaman, official number 187,764, and Frank Colbert, A. B. seaman, official number 171,492, belonging to H.M.S. *Barfleur*, they then being persons subject to the Naval Discipline Act, were, on the 27th day of December, 1900, guilty of an act of breach of good order and naval discipline in throwing overboard a bell, the property of Commander Herbert Da Cane Luard, Royal Navy, of the said ship.

Henderson pleaded guilty, but Daley and Colbert denied the charge.

Commander Cecil S. Hickley, H.M.S. *Barfleur*, gave formal evidence as to the identification of the prisoners.

Arthur Speed, stoker, was then examined.

The Court—What watch were you on on the evening of the 27th December?—From four o'clock till eight o'clock, sir.

Where?—In the upper diving room.

Did anybody go into the diving room while you were there?—Yes, sir; a man named Daley. Was anyone with him?—No, sir.

Can you identify him here?—Yes, sir, (looking over at Daley).

Had you known him before?—Yes, sir; I had been eighteen months with him on the picket boat.

What did he say?—He said he was going to close the door, as he was going to "ditch" the bell, because the gunnery lieutenant had "ditched" his "gear," and that I was to take notice, as it had nothing to do with me.

What happened then?—I turned round to do my duty on the engine. On turning round again I saw the door closed. I opened the door and saw Daley on the top of the galley and the bell in the arms of Henderson and Colbert, whom I identified afterwards to the master-at-arms.

Did you see what they did with the bell?—Yes, sir. They took it across to the port side of the ship, by the midshipmen's head. I turned round and went on with my work and saw no more.

Did you see any of the prisoners again that evening during your work?—Yes, sir, I saw Daley, and he said I was to take notice of what had occurred, as it had nothing to do with me.

At what time was that?—About eight o'clock, sir.

Have any of the prisoners been to you at any time since?—Yes, sir; Daley, on the evening of the 3rd.

And what did he say?—Daley said to me I had better be careful or I should be "going in" also. Henderson said he would stand me rum if they did not get found out. Colbert was also with them.

Anything else?—Daley also said he would see I got on all right.

Did any other man speak to you on the same subject that night?—Yes, sir, a man named Rice.

Leading seaman?—Yes, sir.

What did he say?—He asked me how I got on, and told me to stick to all I said, as a solicitor would be seen ashore about it.

Did anything particular occur on board on Thursday the 3rd?—Yes, sir, a Court of Enquiry was held.

Did the man who spoke to you on the evening of the 3rd know you had been a witness?—Yes, sir.

How did you identify Henderson? Did you know him before?—Yes, sir.

How did you identify Colbert to the master-at-arms?—As he was a new man on the ship, with whiskers, which he shaved off before his arrest.

What day was he placed under arrest?—On the 4th, sir.

When did you report to the master-at-arms what you knew?—On the evening of the 3rd, sir.

Cross-examined by Colbert, witness said he had not known him personally before 27th December.

Was the light sufficiently good above the galley for you to see a man's face clearly?—Not the light that is outside, but the opening of the door by me showed the three men as plainly as though they were inside.

Did I hold any communication with you on the subject of the bell?—No, sir.

The Court—How far was the bell hanging from the door of the upper deck dining-room?—I could not say exactly, sir, but you would have to push the bell back before you could close the door.

Right up against it—quite close, you mean?—Yes, sir.

Robert Peart, ordinary seaman, was sworn.

The Court—Were you on the 3rd on the evening of 27th December?—Yes, sir, between 6.30 and 7.30.

With anybody?—Yes, with Daley.

Did he make any communication to you?—Yes, he told me to say nothing—that he was going to "ditch" the bell.

Did he give any reason?—He said the gunnery lieutenant had sent his frying-pan overboard.

Did you see him again that evening?—Yes, when I got my hammock down and had my supper.

About what time?—Eight o'clock.

Did he make any communication to you?—He told me the bell had gone.

Did you see him anywhere else that evening?—Yes, between the boat-hoist and dining room.

Did you see him on the 3rd deck?—Yes.

Was anyone else with you?—Yes, Matthew.

What took place?—I could not say.

Do you mean you cannot say, or you don't want to say?—I never took any notice.

But you must give an answer, unless you are incriminating yourself?—Well, I saw Daley and Matthews talking together, that's all.

Did Daley speak to you at any other time about the bell?—No.

Did anybody else, at any subsequent date?—Yes, a petty officer of the first class.

Anybody else?—No.

No questions were asked by the prisoners, and Albert Stradwick, ordinary seaman, was called. The Court—On the evening of Thursday, 27th December, did you see Robert Peart?—Yes, sir, about a quarter to eight.

What did he say?—Judge Advocate—That is hearsay evidence. Neither of the men was a principal. It was contended that the question was irrelevant, and the Court was cleared while the point was debated. At the end of ten minutes, it was thrown open, when the President informed that the question had been disallowed.

There were no further questions either by the Court or by the prisoners, and Frederick Matthews, ordinary seaman, was sworn and gave evidence. The Court—Did you see any of the three prisoners on the night of the 27th December?—Yes, sir—Daley.

What occurred?—I was sitting for trial, sir, and Daley was for trial. I went down and he gave me something to drink. He said "Guns, Jack's" bell was in the "Alch," because he had "ditched" Daley's frying-pan. I told him I would have nothing to do with it, and went for trial.

What did Daley give you to drink?—Whisky, sir.

There were no questions by the prisoners, and Lieutenant Stanley Williams was called. The Court—Are any of the three prisoners in your division?—Yes, all three.

Do you know Colbert?—Yes, sir. When did he give you?—On the evening of the 27th, after leaving quarters.

With your permission?—Without my permission. When men shave off, it is the rule in your division to ask your permission?—Yes.

James Alexander, master-at-arms, was the next witness. The Court—When did Arthur Speed make a communication to you?—On the night of the Court of Enquiry, sir.

Did you hold out any inducement to him as to his not being regarded as an accessory, or anything?—I pointed out to him the danger he stood in if any evidence was gained, and also that it was possible for him or anyone else who knew anything to turn Queen's evidence.

How did he identify the prisoners?—By name or description?—Daley by name, and Colbert by description. He afterwards pointed Colbert out to me on the quarter-deck.

There is no doubt about the identity of Colbert?—No, sir.

You talked about "danger." What danger did the witness Speed run?—Of being an accessory.

Is that what you pointed out to him?—I don't remember if I used that exact term. Commander Cecil S. Hickley was then sworn.

The Court—Did you see the bell recovered from the bottom of the harbour?—Yes.

Was one man likely to attempt to remove a bell of its size by himself?—No.

Can you produce the bell?—Yes.

Will you do so?—It's all ready, sir.

The bell was thereupon brought in by a couple of bluejackets, whose strength was apparently taxed by the carrying of it. The President requested one of the men to lift it up to the beam, but after one or two ineffectual attempts the man acknowledged that the bell was too heavy for him. Daley asked to be allowed to lift it, and was informed that he should be given an opportunity later on.

In answer to Colbert, witness said there was no difficulty whatever in the identification of any of the prisoners.

Alfred Augustus Embley, acting chief petty officer, was called and sworn.

The Court—Did you put up hammocks down on the 27th December?—Yes, sir.

What is the state of the upper deck as regards men immediately after hammocks are put down?—As a rule, the men have their supper.

Did you go on deck?—Yes.

What time?—At a quarter to eight.

Did you see anybody about the galley head after you put down the hammocks?—No, sir.

This closed the case for the prosecution, and the Court adjourned for a quarter of an hour.

On resuming, Daley's written defence was handed in and read. It was as follows:—"I beg to deny the charge against me. Soon after 6 p.m., on the day in question, I was feeling tired and lay down close to the port boat-head and went to sleep. Some time after, Bedford, leading seaman, shook me up and spoke to me, asking me if I was going down to my mess. I said no, but was going to sleep where I was for a bit. I went to sleep again, and woke up again at about 9 p.m., and went down to my mess. Wilcox, ordinary seaman, saw me get up."

Colbert, in answer to a question, said he had no statement. He only wished to deny the charge.

On behalf of Daley, Samuel Joseph Bedford, leading seaman, was sworn and examined.

Daley—Did you see me on the night of the 27th?—Yes.

Will you state what occurred—About half-past six I came on deck. I saw Daley lying asleep between the boat-head and the dining-room. I woke him up and asked what was the matter with him. He said he was tired. I asked him what made him sleep there—why he did not go down to the mess. He said it was too hot. I left then.

The Prosecutor—Were you on the lower deck that night?—At half-past seven, sir.

Where was Daley?—On the upper deck, against the boat-head, sir.

Charles Wilcox, ordinary seaman, was the next witness for the defence.

Daley—Where were you on the night of the 27th December, at about nine p.m.?—Against the boat-head.

Did you see me there?—Yes.

What was I doing?—Lying down.

and Frank Colbert is proved, and therefore adjudge him, said John Henderson, to be imprisoned with hard labour for the term of six calendar months, the said Edward Daley to be imprisoned with hard labour for the term of twelve calendar months, and the said Frank Colbert to be imprisoned for the term of six calendar months with hard labour, all sentences to date from this 18th day of January, 1901.

The proceedings then terminated. With regard to the gunshots that were thrown overboard, our representatives were informed that efforts to trace the culprits have so far been fruitless.

SUPREME COURT.

Friday, 18th January.

CRIMINAL SESSIONS.

BEFORE HIS HONOUR SIR JOHN CABBINGTON C. M. G. (CHIEF JUSTICE).

The Criminal Sessions opened this morning, the following being the calendar:—

1. Tang Ku U—(1) bringing counterfeit coins into the colony; (2) uttering counterfeit coins.

2. Chan Fu Tun, alias Chung Shau Yu, alias Chung Fu Tun—perjury.

3. Lui I Kun—perjury.

4. Lo Mun—robbery by two or more persons.

5. Wong Sam—being a member of an unlawful society.

REGUL. TO THE KWANGTUNG RIGTS.

Cas. No. 3 was taken first, the defendant, Lui I Kun, being charged with committing perjury at the Magistrate on the 21st December. He pleaded not guilty.

The following composed the jury:—Messrs. Arthur Kuhn, H. A. L. Oldenburg, L. A. Ross, J. M. de Rozario, J. S. Wright, I. S. Levy, and E. M. Mehta.

The Attorney-General (the Hon. W. Meigh Goodman, Q.C.) said that the defendant was charged with having in a court of justice told false evidence as a witness. Some 40 miles beyond the border was a market town called Lo Pak Tai, and some seven miles beyond this place was Lee Lo, which was the native place of the defendant. At this market town of Lo Pak Tai last year there were riots. When riots occurred that was the time for dishonest men to loot the stores. At this market town of Lo Pak Tai resided a very respectable man named Shui Hing Cheong, being partner in a firm which had a valuable store there. That store was looted by a set of ruffians, and 8,000 taels worth of goods stolen. One of the ruffians who plundered the store was a man named Lui Cheong, who was the fifth son of the defendant. Lui Cheong and his partners, having secured the plunder, escaped out of the country. Lui Cheong went to Macao and then he was traced to Hongkong. Shui Cheong found out that he had come to Hongkong. Shui Cheong was a convert. He thought he belonged to the American Mission. He supposed the fact that he was a Christian was one of the things which led to his place being looted. Having found out that Lui Cheong was in Hongkong, Shui Cheong communicated with the American mission authorities here and the result was that proceedings were taken to procure the extradition of this man Lui Cheong; so that he might be sent back to China and punished by the Chinese authorities. The case went on from day to day, but in the result the Magistrate came to the conclusion that the man who had been arrested was Lui Cheong and the man who was wanted for taking part in the robbery. With the object of getting this man off a very clever scheme was got up. The man in custody gave the name of Chung Nam, and a man was called who said that this was his proper name and that the man in custody was his son. To complete the thing, the father of Lui Cheong, the defendant in court, was called, and he swore that the man in custody was not his son Lui Cheong. He, however, should prove to the jury by overwhelming evidence that the man arrested was not Chung Nam, but Lui Cheong, and the fifth son of the defendant.

Mr. C. A. D. Melbourne, Chief Clerk at the Magistrate, was sworn, and while he was giving his evidence, the Court Interpreter interrupted, saying that the defendant asked that the case might not be proceeded with. He admitted that the man arrested was Lui Cheong and his son, and he asked the Court to pass a heavy sentence on him. He was sorry he did not plead guilty in the first instance.

The Attorney-General asked his Lordship to reserve sentence until he had heard another case arising out of the same matter. As regards this case, one could at least say that the man was the father, but in the other case that could not be said.

The Chief Justice to the Registrar—Make an entry that the plea of not guilty is withdrawn and that the defendant pleaded guilty.

The defendant was informed, by direction of the Chief Justice, that the fact that he was the father of the young man and the fact that he had confessed his wrong would be taken into consideration when sentence was passed by and by.

Chan Fu Tun, alias Chung Shau Yu, alias Chung Fu Tun, was also charged with committing perjury at the Magistrate on the 21st December, when he swore that the man arrested was Lui Cheong, named Chung Nam and was his son.

Theman pleaded guilty. He asked his Lordship to pardon him and send him back to his own country. He acted as he did because he did not know the customs of the country.

The Chief Justice, addressing both the defendants, said—It appears that a man named Lui Cheong was taken before the Magistrate for having committed a robbery in the empire of China, when the evidence was that this Lui Cheong belonged to the village of Lee Lo, in the province of Kwangtung, and was the son of Lui I Kun. That was the description of him—that was the way he was to be identified. Then Lui I Kun and Chung Shau Yu came down to Hongkong to get him off. You, Lui I Kun, his father, go into the box and swear that he was not your son; you, Chung Shau Yu, go into the box and swear he was not the son of Lui I Kun, but your son. I have no doubt you had agreed upon this plan before you came down. You have both admitted you were speaking falsely in what you said before the Magistrate. You say you do not know the customs of the country; but you must have known very well that to come and give false evidence in a court of law was a wrong thing. I will have regard with respect to both of you to the fact that you have pleaded guilty. With respect to Lui I Kun, I will have regard to the fact that you are the father of the young man, and therefore some allowance is to be made for you. But still perjury is a very serious offence, and is very frequently committed in the courts of this colony. Therefore when any person is convicted of it the punishment must be more or less severe, according to the circumstances. You, Lui I Kun, must undergo imprisonment with hard labour for eight months, and Chung Shau Yu must undergo imprisonment for twelve months with hard labour.

A MEMBER OF AN UNLAWFUL SOCIETY.

Wong Sam, charged with being a member of an unlawful society, pleaded not guilty.

The jury was the same as the one selected for the previous cases.

The Attorney-General said the prisoner was arrested on the 21st December. He was carrying a pillow-box, and on his opening it was found to contain three papers which were undoubtedly Triad Society papers. The first of them had on it the chop of the society. It was in point of fact an invitation card to a dinner such as a Freemason might have. The second was an invitation not to join in a dinner but to join in a fight, and the third document was also a Triad Society paper. The man was in the first instance arrested for an offence against the opium law and was convicted, and in the box of which he was in possession the papers in question were found.

The jury returned a verdict of guilty but on account of his advanced years his Lordship only sentenced him to imprisonment for three months.

A COUNTERFEIT COIN CASE.

Tang Ku U was charged (1) with bringing counterfeit coins into the colony; (2) with uttering counterfeit coin.

The defendant pleaded not guilty.

The jurors were Messrs. J. W. Osborn, H. C. Sandford, F. M. R. Pereira, D. S. Gubay, Donald Macdonald, J. A. Woodgate, and Hans Skott.

It appeared from the statement made by the Attorney-General that the police had suspected the defendant, who lived in Hollywood Road. Accordingly they instructed a man to go to the defendant with two \$10 notes (marked) and offer to purchase some counterfeit coins from him, the defendant having offered to sell him counterfeit coins previously.

The informers asked the defendant whether he had any counterfeit coins for sale and he said yes. The defendant said he did not keep any counterfeit coins in his own house, but he would bring them to the informers' house in Elgin Street. Accordingly the informers went to the defendant's house and sold the counterfeit ten rolls of counterfeit pieces, representing \$40, for \$20. Subsequently the police searched the defendant's premises. Sergeant Terret found in the pocket of a coat belonging to the defendant eight more counterfeit ten cent pieces and also a bad Mexican dollar. The latter was wrapped in paper on which were written some words to the effect that this was a sample coin and that on agreement 300 more of the same kind could be supplied. The man was then taken to the Central Police Station.

On being asked if he had anything to say the defendant began to throw mud at the informers, whom he described as a very bad man and a professional informer. He declared that for money not only would this man ruin his friends, but he would ruin his own father if by so doing he could put money into his pocket.

The jury found the prisoner guilty on both counts.

The Chief Justice said the defendant had been convicted on the very clearest evidence of the offence with which he was charged. He had no doubt he was one of those persons who made a trade in false coins and defended rich and poor alike in that way. When they caught a person dealing in false coins wholesale in this way he must be made an example of. He had power for the offence charged in the first count to imprison the defendant with hard labour for seven years. He should not be so severe on him as that; but he must have a severe sentence. The sentence of the Court upon him was that he be imprisoned for four years with hard labour on the first count. On the second count the sentence of the Court upon him was that he be imprisoned for four months with hard labour. That sentence would be concurrent with the other sentence.

POLICE COURT.

Friday 18th January.

BEFORE MR. HAZELAND.

PROSECUTION UNDER THE OPIUM ORDINANCE.

Captain Paul Emile Flamin, of the French mail steamer *Laos*, and Mr. G. de Champeaux, thenceforth the Messageries Maritimes, appeared to answer an adjourned summons taken out against them in October last in respect of a quantity of opium which had been found on this steamer.

The original depositions of Mr. Walter Henry White were to the effect that at about eleven o'clock on the morning of October 22nd he went on board the *Laos* with seven excise officers and asked the chief officer for permission to search the ship, and especially the rooms occupied by the servants. Permission was given to him, and he found two boxes of prepared opium, containing about 360 taels. He could not find out whom the opium belonged to, but he arrested two men, each of whom had two taels in his possession.

Mr. White was recalled yesterday and said he found the opium left into the deck in the Chinese servants' quarters. About eighteen to twenty servants were sleeping there. In attempting to take his two prisoners off from the ship he was stopped by the captain.

Cross-examined by Mr. Looker, who appeared for Mr. de Champeaux. On bringing the two men on deck he met the captain, who asked him what he was doing. He answered that he had arrested them for being in possession of prepared opium. The captain then asked him where was his warrant, but without having informed him there was no necessity for one, and at once attempted to pass the two men. However, as the captain still stood in his way, he released his two prisoners and reported the matter to his inspector.

The captain was called and stated that he had been in command of the steamer *Laos* since she was launched. Between Singapore and Saigon there were always a good many Chinese passengers. At the time of the occurrence mentioned he was conducting the French Consul to the gangway. When he reached it he met a policeman with two boxes of opium. He told the officer that he had been given permission to search the ship, but that he did not permit him to take any of the men away. He understood from the French Consul that the warrant was not in order. He knew the rules of the port were to the effect that a policeman was allowed to arrest a man on the ship without a warrant.

Mr. Gustav Bonney, the pursuer, gave evidence as to the arrest of the two men and their subsequent release.

Mr. Looker addressed the court for the defence, quoting a judgment of Sir Fielding Clark to show that an extremely liberal construction should be put upon Sec. 33 of Ordinance 21 of 1891.

His Worship said that the charge against the captain of obstructing the police in the execution of their duty was fully sustained and he would be fined \$5. Mr. de Champeaux would be fined \$25.

Pennang is satisfied with the result of its crusade against rats. During the last two months the Municipality killed about 200,000 rats at a cost of \$4,300, at the rate of from \$13 to \$14 a day. It has been decided to stop the slaughter for the present.

HUMPHREYS ESTATE AND FINANCE CO., LIMITED.

The following is the report of the directors for the year ending the 31st December, 1900, for presentation to the shareholders at the fifteenth ordinary annual general meeting of the Company, to be held at the registered offices of the Company, 35 and 40, Queen's Road Central, at noon on Monday, the 23rd inst.

The shareholders of Humphreys Estate and Finance Company, Limited.

Gentlemen,—The directors now beg to submit to you their report and a statement of accounts for the year ending 31st December, 1900. The net profit for that period amounts to

\$231,557.63

To which has to be added the balance brought forward from last account 4,873.83

And from this have to be deducted:—

Recommendation to directors \$11,577.88

Recommendation to General Managers 11,577.88

23,155.76

Leaving available for appropriation \$219,275.70

The directors recommend that a dividend of 81 or ten per cent. on the paid-up capital be paid to the shareholders, that \$100,000 be passed to permanent reserve fund account and the balance of \$13,275.70 to new profit and loss account.

Messrs. C. Evans, J. S. Van Buren and Ho Tong now retire, but offer themselves for re-election.

AUDITORS.

The accounts have been audited by Mr. F. Henderson, who offers himself for re-election: Mr. W. H. Gaskell has been invited to assist Mr. Henderson at the next audit, and his appointment requires confirmation.

J. J. KERWICK, Chairman.

Owing to want of space, the accounts are held over till Monday's issue.

VERNON & SMYTH'S SHARE REPORT.

Messrs. Vernon and Smyth say in their Weekly Share Report, dated Hongkong, 18th January:—The market has been fairly active during the week, but rates in some cases have shown an inclination to weakness.

BANKS.—Hongkong and Shanghai in the early part of the week improved to 559 per cent. premium after small sales at 537 and 538 and at equivalent rates forward, later lower, with a fall in the cash rate to 37, shares were placed forward at less than equivalent rates. Market closes quiet at 355 per cent. premium. London rate 462. National unchanged and without business.

MARINE INSURANCES.—China Traders have been placed at \$53, \$54 and \$55. Yangtzes and Unions are required for in a small way at quotations, after sales at \$155 and \$245 respectively.

FIRE INSURANCES.—Hongkong have improved to \$315 after sales at \$310. Chinas have found buyers at \$86, but close with sellers at \$85.

SHIPPING.—Hongkong, Canton and Macao have ruled steady with small sales at \$334 and \$34, closing at the latter rate. Indos continue quiet at \$101 with only small sales. Douglas remain on offer at \$47, but without business. China Manillas have been placed at \$73 and \$73. China Mutuals unchanged and without business.

REFINERIES.—China Sugars have sales and sellers at \$15. Lousons are required for at \$40.

MINING.—Panjoms have ruled weaker with sales at \$4, \$4, and \$3, closing quiet at \$33. Chinas have been placed at \$20, with business. Julius have changed hands at quotation. Raubs remain unchanged with a small business.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been dealt in small lots at 537 per cent. premium for 31st inst. and at \$600 for March and \$607 for April; market closes steady at \$574. Kowloon Wharves have declined to 39¢ with small sales. Wanchans are required for at quotations; also New Amoy Docks.

LEADS, HOOKS AND BUILDINGS.—Hongkong lead changed hands to some extent in small lots of the fortnight at \$204 and \$265 for settlements, and at \$211 to \$212 for March. At time of writing, however, the market is weaker with sales and sellers at 200 cash and at 205. For March Hook leads be placed to a small extent at \$123, but no sales are reported. West Points have changed hands at \$51. Humphreys at \$123, \$13 and \$14 for cash. The directors of the latter Company recommend a dividend of \$1 per share, placing \$100,000 to reserve and carrying forward \$13,275.70. Market closes at \$133.

COTTON MILLS.—No business to report except small sales of Hongkong at \$15.

MISCELLANEOUS.—Green Islands have been placed in fair lots at \$19, closing firmer at \$20. Watsons have found buyers at \$15.50 and \$15.60 for cash. Electrics have improved to \$124 and are required for. Fenwicks have changed hands at \$59. United Asbestos at \$74. China Providents at \$100 cash and \$91 ex div. Watkins at \$123. Hendersons at \$105 and La Favoritas at \$700.

MEXICO.—Ordinary Yearly Meeting of Hongkong Land Co. and West Point Co. on 24th inst. Transfer books closed from 14th inst. Dividend and call of 1s. per share on Raubs payable on 28th inst. Ordinary Yearly Meeting, Humphreys Estate & Co. on the 28th inst. Transfer books close 22nd inst. Ordinary Yearly Meeting Hongkong Kowloon and Macao Steamboat Co. on 5th February. Transfer books close 23rd inst. Universal Trading Company, dividend payable on 21st inst. Transfer books closed from 19th to 21st inst.

LATEST STEAMER MOVEMENTS.

The steamer *Glyceris*, from New York and Straits, left Manila on the 17th inst., and is expected here on Sunday, the 20th inst.

The N. Y. K. steamer *Yavato Maru* (Australian Line) left Kobe via Moji and Nagasaki for this port on the 15th inst., a.m., and is expected to arrive here on the 22nd inst., a.m.

The C. S. S. steamer *Isuzu* left Singapore on the 17th inst. and is due in Hongkong on the 23rd inst.

The C. P. R. steamer *Empress of India*, from Vancouver, left Kobe at 2 a.m. on Wednesday, the 18th inst., for Nagasaki, Shanghai and Hongkong.

WHITE AND SOUND TEETH. ROWLAND'S OLENT is the best and purest dentifrice, being warranted free from any acid or gritty ingredients; it whitens and preserves the teeth, eradicates the formation of tartar, removes spots of discolored decay, polishes and preserves the enamel, sweetens the breath, induces a healthy action of the gums, causing them to assume the bright and colour indicative of perfect soundness. ROWLAND'S BRUSHES OF TOILET are the best preparation for drying the hair's pores, removing brown or black. Ask Store and Chemists for ROWLAND'S articles, of 77, Hatton Garden, London.

1432-4

FOOTBALL.

THE FIRST SHIELD TIE.

The tie between the V.E.C. and "D." Co. R.V.F. in the first round, will be played off to-day, 19th, January. Kick off 4 o'clock on the Hongkong Club ground.

The following team will represent the V.E.C.:—

Goal—A. Chummett; backs—R. Lapalay and G. Duncan; half-backs—R. H. Craig, A. Loureiro, and H. Howarth; forwards—A. A. Seth, C. Fittok, R. Henderson, T. Yuls, and E. E. Horton.

Referee—Sergt. Bliss, R.E.

The following team will represent the 15th Company (Siege Train) South Division, R.G.A.:—

Goal—Cavanagh; backs—Moorhouse and O'Brien; half-backs—Harman, Nicol, and Riley; forwards—Gettings, Cleave, Field, Caldwell, and Bond.

CHURCH SERVICE.

ST. JOHN'S CATHEDRAL.

20th January, 2nd Sunday after Epiphany. Matins (11.0 a.m.)

Responses, Psalms; Venite, Ayrton; Psalms, Hayes and Ouseley; Te Deum, Woodward, Smart and Turle; Benedicite, Troutbeck in G; Hymns, 278, 75 and 81; Communion Choral, Creed, Sursum Corda, Sanctus and Gloria—Stainer in F.

Evensong (5.45 p.m.)

Responses, Psalms; Old Melody and Travers; Magnificat, Goss in E flat; Nunc Dimittis, Purcell in A minor; Hymns 169, 178 and 31; Vesper Hymn, Ward; Voluntary, March, Smart; "Berece" King.

NOTICES TO CONSIGNEES.

STEAMSHIP "LAOS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre, ex *Orford*, and Barcelona, ex *Antilles* and *Cambria* in connection with above Steamer are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 4 p.m. TO-DAY (THURSDAY), the 17th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersecretary. Goods remaining unclaimed after THURSDAY, the 24th inst., at 4 p.m., will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th inst., or they will not be recognized. All damaged packages will be examined on THURSDAY, the 24th inst., at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 17th January, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	CHUSAN	Brit. str.	—	C. L. Daniel, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON	RHIPPUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 22nd inst.
LONDON	ALCANTARA	Brit. str.	—	Palford	BUTTERFIELD & SWIRE	On 25th Feb.
LIVERPOOL	GLAUCUS	Brit. str.	—	Palford	BUTTERFIELD & SWIRE	On 19th Feb.
LIVERPOOL	PREUSSEN	Ger. str.	—	E. Prehn	MELCHERS & CO.	On 23rd inst., at Noon.
BRISBANE, VIA PORTS OF CALL	WAKASA MARU	Jap. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 25th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, Y. SPORE, &c.	INDUS	Fren. str.	—	Duchateau	MESSAGERIES MARITIMES	On 25th inst., at 1 P.M.
MARSEILLES, &c. VIA PORTS OF CALL	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 7th Feb.
MARSEILLES & LONDON	SIAM	Ger. str.	—	Bahle	MELCHERS & CO.	Quick despatch.
MARSEILLES, HAMBURG, COPENHAGEN, & BALTIC PORTS	SELESTIA	Ger. str.	—	Proesch	CARLOWITZ & CO.	On 9th Feb.
HAYRE & HAMBURG	FEIBURG	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 23rd Feb.
HAYRE & HAMBURG	SAXONIA	Ger. str.	—	Jacobson	CARLOWITZ & CO.	On or about 5th Mar.
HAYRE & HAMBURG	BAMBERG	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 15th Mar.
HAYRE & HAMBURG	SIBIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 25th Mar.
NEW YORK PORTS VIA AND SUEZ CANAL	POLARSTERNEN	Brit. str.	—	Barberovich	DODWELL & CO. LIMITED	Quick despatch.
TRIESTE, &c. VIA PORTS OF CALL	MARIA VALERIE	Aut. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 24th inst., P.M.
VANCOUVER, VIA SHANGHAI, &c.	EMERALD OF INDIA	Brit. str.	—	M. J. Curlew	NIPPON YUSEN KAISHA	On 13th Feb.
VICTORIA, B.C., &c. VIA KOBE &c.	OLYMPIA	Jap. str.	—	J. Truebridge	DODWELL & CO. LIMITED	On 23rd inst., at Noon.
VICTORIA, B.C., &c. VIA SHANGHAI, &c.	ADATO	Brit. str.	—	J. McIntyre	ARNHOLD, KANDERS & CO.	On 1st Feb.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF R. DE JANEIRO	Amr. str.	—	—	PACIFIC MAIL S. S. CO.	On 25th inst.
SAN FRANCISCO VIA AMOY, &c.	COPTIC	Brit. str.	—	—	U. & O. S. S. CO.	On 22nd inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 24th inst., at Noon.
SAN DIEGO, &c. VIA MOJI, &c.	KVARNEN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
AUSTRALIAN PORTS VIA MANILA	TANAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.	—	McArthur	GIBB, LIVINGSTON & CO.	On 31st inst., at 4 P.M.
YOKOHAMA & KOBE	MORAVIA	Aut. str.	—	Calabrese	SANDER, WIELER & CO.	On 23rd inst., at Daylight.
KOBE & YOKOHAMA	FOOSHOU	Jap. str.	—	F. Davies	BUTTERFIELD & SWIRE	On 23rd inst.
NAGASAKI, KOBE & YOKOHAMA	CHANGSHA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
MOJI, KOBE & YOKOHAMA	CHANGSHA	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day.
WEIHAWEI & KOBE	MERIONTHSHIRE	Brit. str.	—	Evans	SHEWAN, TOMES & CO.	On 21st inst., at 5 P.M.
SHANGHAI	WOOSTON	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	HSIEHMO	Brit. str.	—	Crawford	SIEMSEN & CO.	To-day, at Noon.
SHANGHAI	LYERMOON	Ger. str.	—	Houermann	EAST ASIATIC TRADING CO., LD.	To-day, at 5 P.M.
SHANGHAI	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On or about 19th inst.
SHANGHAI	SHANSE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst.
SHANGHAI	PEIYANG	Ger. str.	—	Kohler	SIEMSEN & CO.	On 21st inst., at 4 P.M.
FOOCHOW VIA SWATOW & AMOY	PARAMATTA	Brit. str.	—	A. Symons	P. & O. S. N. Co.	On 23rd inst.
SWATOW, AMOY & TAMSUI	AKASHI MARU	Jap. str.	—	K. Suzuki	NIPPON YUSEN KAISHA	On or about 2nd Feb.
SWATOW, AMOY & TAIWANFOO	DAIJIN MARU	Jap. str.	—	T. Ogata	NISSUI BUSSAN KAISHA	To-morrow, at Daylight.
MANILA	ANPING MARU	Brit. str.	—	S. Atsumi	NISSUI BUSSAN KAISHA	On 23rd inst., at Daylight.
MANILA	BENLAWERS	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & CO.	On 21st inst., at 5 P.M.
MANILA	YUENSIANG	Brit. str.	—	Webster	GIBB, LIVINGSTON & CO.	On 21st inst.
MANILA	SUNOKIANG	Brit. str.	—	Rolfe	JARDINE, MATHESON & CO.	On 22nd inst., at 4 P.M.
MANILA	YAWATA MARU	Jap. str.	—	A. E. Moses	BUTTERFIELD & SWIRE	On 24th inst.
					NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.

SHIPPING.

ARRIVALS.
 Jan. 18, CHUSAN, British str., 2,552, C. L. Daniel, Shanghai 15th January, Mails and General.—P. & O. S. N. Co.
 Jan. 18, CHANGSHA, British steamer, 1,463, T. Moore, Melbourne 19th Dec., Sydney 25th, Brisbane 28th, Townsville 31st and Thursday Island 4th Jan., General.—BUTTERFIELD & SWIRE.
 Jan. 18, ANPING, British str., 1,178, H. Backus, Shanghai 15th Jan., General.—CHINESE.
 Jan. 18, CHANGSHA, British str., 1,178, H. Backus, Shanghai 15th Jan., General.—CHINESE.
 Jan. 18, NAGASAKI, British str., 1,178, H. Backus, Shanghai 15th Jan., General.—JARDINE, MATHESON & CO.
 Jan. 18, PROGRESS, German str., 687, P. Brandt, Tientsin 15th Jan., Coal and Rice.—CHINESE.
 Jan. 18, CHANGSHA, British str., 1,213, T. Moore, Penang and Singapore 11th January, General.—CHINESE.
 Jan. 18, TAKSANG, British str., 577, Baker, Shanghai 13th Jan. and Swatow 17th, General.—JARDINE, MATHESON & CO.
 Jan. 18, HONGKONG, French str., 562, Fannier, Hongkong and Hainan 17th Jan., General.—A. R. MARY.
 Jan. 18, ELISA, German str., 1,702, Schwaandt, Moji 13th Jan., Coal.—JENSEN & CO.
 Jan. 18, KINGSTON, British str., 1,223, Young, Wulu 12th Jan., Rice.—JARDINE, MATHESON & CO.
 Jan. 18, GLOUCEY, British battleship, 12,350, Frederick S. Ingfield, Singapore 12th January.
 Jan. 18, HATUN, British transport, 630, W. J. Davis, Weihaiwei 14th January.

CLEARANCES.

At the Harbour Master's Office.
 Dated, British str., for Shanghai.
 Dated, British str., for Swatow.
 Dated, British str., for Singapore.
 C. H. Kim, British str., for Amoy.
 Kaseya Maru, Japanese str., for Nagasaki.
 Sanda, German str., for Singapore.
 Hongkoi, German str., for Swatow.
 Kronborg, Danish str., for Bangkok.

DEPARTURES.

Jan. 18, VIERE, French gunboat, for Canton.
 Jan. 18, DAYBREAK, British str., for Canton.
 Jan. 18, ACHILLES, British str., for London.
 Jan. 18, LOKBANG, British str., for Bangkok.
 Jan. 18, DANCA, British str., for Bangkok.
 Jan. 18, PHAENG, British str., for Swatow.
 Jan. 18, GOODWIN, British str., for Tacoma.
 Jan. 18, C. H. KIAN, British str., for Amoy.
 Jan. 18, LAOS, French str., for Shanghai.
 Jan. 18, WONGKOT, German str., for Bangkok.
 Jan. 18, SAMBA, German str., for Hamburg.
 Jan. 18, KRONBORG, Danish str., for Bangkok.
 Jan. 18, KASUGA MARU, Jap. str., for Nagasaki.
 Jan. 18, KAWACHI MARU, Jap. str., for Kobe.

VESSELS IN DOCK.

At the Harbour Master's Office.
 S.M.S. Hansa, Tiger, Benlucers.
 S.M.S. Luchs, Independent, Gurnee.
 Cosmopolitan Dock.—U.S.S. Albany, Loy-al, Chenshan, Feigang.

SHIPPING REPORTS.

The British steamer *Zabara*, from Shanghai 13th Jan. and Swatow 17th, had strong northerly wind and overcast rainy weather.
 The British steamer *Changsha*, from Penang via Singapore 11th Jan., had fine weather, smooth sea and light N.E. wind during the voyage.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, ROME AND TRIESTE.
 (Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
 THE Company's Steamship

"MARIA VALERIE."
 Captain Barberovich, will be despatched as above on THURSDAY, the 24th inst., P.M.
 Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & CO., Agents.
 Hongkong, 18th January, 1901. [6]

VESSELS ON THE BERTH

FOR SHANGHAI.

THE Steamship
 "HSIEHMO."
 Captain Crawford, will be despatched for the above port TO-DAY, the 19th inst., at Noon.
 This Steamer has superior accommodation for First and Second Class Passengers.
 For Freight or Passage, apply to
 SIEMSEN & CO.
 Hongkong, 16th January, 1901. [211]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
 BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.
 THE Company's Steamship

"CHUSAN."
 Captain C. L. Daniel, carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 19th January, at Noon, taking passengers and cargo for the above ports. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
 For further particulars, apply to
 A. M. MARSHALL,
 Acting Superintendent.
 Hongkong, 9th January, 1901. [1]

FOR SHANGHAI.

THE Steamship
 "LYEEMOON."
 Captain Houermann, will be despatched for the above port TO-DAY, the 19th inst., at 5 P.M.
 This Steamer has superior accommodation for First and Second Class Passengers.
 For Freight or Passage, apply to
 EAST ASIATIC TRADING CO., LD., Agents.
 Hongkong, 15th January, 1901. [227]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
 THE Company's Steamship
 "DAIJIN MARU."
 Captain T. Ogata, will be despatched for the above ports TO-MORROW, the 20th inst., at DAYLIGHT.
 For Freight or Passage, apply to
 THE NISSUI BUSSAN KAISHA, Agents.
 Hongkong, 14th January, 1901. [15]

"BEN" LINE OF STEAMERS.

FOR MANILA.
 THE Steamship
 "BENLAWERS."
 Captain Webster, will be despatched as above on MONDAY, the 21st inst.
 For Passage, apply to
 GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 17th January, 1901. [250]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.
 THE Company's Steamship
 "ANPING MARU."
 Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 23rd January, at DAYLIGHT.
 For Freight or Passage, apply to
 THE NISSUI BUSSAN KAISHA, Agents.
 Hongkong, 9th January, 1901. [1443]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	COROMANDEL	10 A.M. 19th Jan.	Freight or Passage.
	F. W. Vibert, R.N.R.		
LONDON, &c.	CHUSAN	Noon, 19th Jan.	See Special Advertisement.
	C. L. Daniel		
SHANGHAI	PARAMATTA	About 2nd Feb.	Freight or Passage.
	A. Symons		
MARSEILLES AND LONDON	JAVA	About 7th Feb.	Freight or Passage.
	G. W. Gordon, R.N.R.		

PASSENGER SEASON, 1901.

S.S. PLASSY 7,240 tons March 30th } MARSEILLES AND LONDON DIRECT
 S.S. SOBLOON 7,382 tons April 27th } Without Transhipment.

For Further Particulars, apply to
 A. M. MARSHALL,
 Acting Superintendent
 Hongkong, 19th January, 1901. [1]

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
OLYMPIA	2,837	J. Truebridge	February 1
TACOMA	2,811	A. Dixon	March 1
VICTORIA	3,502	J. Panten	March 8
DUKE OF EDE	3,821	J. S. Cox	March 15

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.
 Excellent accommodation. First Class Table. Doctor and Stewardesses carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
 HONGKONG TO NEW YORK, £38.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.
 The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DEWA and ST. MICHAEL.

Rates of Passage to other Points on application.
 A Special rate allowed to members of Government Service.
 For further information as to Passage or Freight, apply to
 DODWELL & CO. LIMITED,
 General Agents.
 Hongkong, 19th January, 1901. [10]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SILESTIA	HAYRE & HAMBURG (London with transhipment in Hamburg)	On 9th Feb. Freight and Passage.
PREIBURG	HAYRE & HAMBURG (London with transhipment in Hamburg)	About 28th Feb. Freight.
Capt. Proesch	HAYRE & HAMBURG (London with transhipment in Hamburg)	About 5th March. Freight.
SAXONIA	HAYRE & HAMBURG (London with transhipment in Hamburg)	About 15th March. Freight.
Capt. Jager	HAYRE & HAMBURG (London with transhipment in Hamburg)	About 25th March. Freight and Passage.
BAMBERG	HAYRE & HAMBURG (London with transhipment in Hamburg)	
Capt. Jacobs	HAYRE & HAMBURG (London with transhipment in Hamburg)	
SIBIRIA	HAYRE & HAMBURG (London with transhipment in Hamburg)	
Capt. Braun	HAYRE & HAMBURG (London with transhipment in Hamburg)	

These steamers have superior accommodation for passengers and carry a doctor and a stewardess.

For further particulars as to Freight, Passage, etc., apply to
 CARLOWITZ & CO., Agents.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 19th January, 1901. [13]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA.

AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

EMPERESS OF INDIA. Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 13th Feb., 1901.
 EMPRESS OF JAPAN. Comdr. H. Pybus, R.N.R. WEDNESDAY, 13th Mar., 1901.
 EMPRESS OF CHINA. Comdr. R. Archibald, R.N.R. WEDNESDAY, 3rd April, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services; and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 D. E. BROWN, General Agent,
 Pedder's Street.
 Hongkong, 17th January, 1901. [9]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
IZUMI MARU	VICTORIA, B.C. AND SEATTLE, U.S.A., VIA KOBE AND YOKOHAMA	WEDNESDAY, 23rd Jan., at 4 P.M.
M. J. Curlew	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 25th Jan., at DAYLIGHT.
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th Jan., at 4 P.M.
HIROSHIMA MARU	MOJI, KOBE AND YOKOHAMA	WEDNESDAY, 30th Jan., at NOON.
S. Yoshizawa	KOBE AND YOKOHAMA	FRIDAY, 1st Feb., at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamer.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.
 A. S. MIHARA,
 Manager.
 Hongkong, 5th January, 1901. [19]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
PREUSSEN	HAMBURG-AMERIKA LINIE	WEDNESDAY 23rd Jan.
HAMBURG	HAMBURG-AMERIKA LINIE	WEDNESDAY 23rd Jan.
SACHSEN	HAMBURG-AMERIKA LINIE	WEDNESDAY 23rd Jan.
KLAUSCHOU	HAMBURG-AMERIKA LINIE	WEDNESDAY 23rd Jan.
BAYERN	HAMBURG-AMERIKA LINIE	WEDNESDAY 23rd Jan.
STUTTGART	HAMBURG-AMERIKA LINIE	WEDNESDAY 23rd Jan.
KONIG ALBERT	HAMBURG-AMERIKA LINIE	WEDNESDAY 23rd Jan.
PRINZ HEINRICH	HAMBURG-AMERIKA LINIE	WEDNESDAY 23rd Jan.
PRINZESS HELENE	HAMBURG-AMERIKA LINIE	WEDNESDAY 23rd Jan.
PREUSSEN	HAMBURG-AMERIKA LINIE	WEDNES

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL
LONDON	"RHIPHEUS"	Day	On 22nd Jan.
LONDON	"PROMETHEUS"	Day	On 5th Feb.
LONDON	"ALCINOUS"	Palford	On 19th Feb.
LIVERPOOL (Taking Cargo at London Rates)	"GLAUCUS"		On 16th Feb.

For Freight, apply to
BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co.

Hongkong, 19th January, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
WEIHAIWEI AND KOBE	CHANGSHA	On 19th Jan.
SHANGHAI	WUJONG	On 19th Jan.
SHANGHAI	SHANGHAI	On 21st Jan.
NAGASAKI, KOBE AND YOKO	FOOCHOW	On 23rd Jan.
HAMA	SUNOKIANG	On 24th Jan.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE, via MANILA	TsINAN	On 19th Jan., 4 P.M.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[3028]

Hongkong, 19th January, 1901.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"PERIA"
Captain R. W. Almond, will be despatched as above on MONDAY, the 21st inst., at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 16th January, 1901. [228]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"YUENSANG"
Captain Rolfe, will be despatched as above on TUESDAY, the 22nd inst., at 4 P.M. This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 16th January, 1901. [242]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship

"MORAVIA"
Captain Calabrese, will leave for the above ports on WEDNESDAY, the 23rd inst., at DAYLIGHT.
For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 16th January, 1901. [6]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "KVARNEN" On 23rd Jan.

THE steamship "KVARNEN" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJITO, KOBE, YOKOHAMA and HONOLULU on WEDNESDAY, the 23rd January, 1901.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.
Hongkong, 15th January, 1901. [14]

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU"
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 30th inst.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 17th January, 1901. [252]

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Jan. 29, 1901, at NOON.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Feb. 23, 1901, at NOON.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Mar. 19, 1901, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 29th January, 1901, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 8th January, 1901. [4]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Feb. 7, 1901, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Mar. 2, 1901, at NOON.

NIROON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Mar. 28, 1901, at NOON.

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 7th February, 1901, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 14th January, 1900. [118]

VESSELS ON THE BERTH.

NIPPON YUSEN KAISHA.

FOR MANILA.
THE Company's Screw Steamship

"YAWATA MARU"
(3,820 tons gross, Captain A. E. Moses, will be despatched for the above port on FRIDAY, the 25th instant, at 4 P.M.

This new Mail steamer is specially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewards carried. Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.

Hongkong, 17th January, 1901. [255]

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION COMPANY.

PROPOSED SAILING FROM
HONGKONG TO PORTLAND (OR.)
AND SAN FRANCISCO
VIA INLAND SEA OF JAPAN, KOBE
AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS,
THE UNITED STATES, AND
CANADA.

THE Steamship

"ADATO,"
2,145, Captain J. McIntyre, will be despatched on FRIDAY, the 25th January, 1901, for PORTLAND (OR.) via MOJITO, KOBE and YOKOHAMA.

To be followed by the Steamship
"MONMOUTHSHIRE,"
to leave on or about 10th February next.

Through Bills of Lading issued to any point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All Parcels should be marked to address in full.

Value of same is required.
Consular Invoices, to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to

ARNHOLD, KARRER & CO.,
Agents.

Hongkong, 12th January, 1901. [2965]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBE, BOMBAY, ADEN, EGYPT,
MARSEILLE, MEDITERANEE,
AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 25th January, 1901, at 1 P.M., the Company's Steamship

"INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This steamer connects at COLOMBE with the s.s. Polynesien, which vessel takes on her Passengers and Mails, leaving that Port on the 9th February direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 27th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 18th January, 1901. [2]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

ADOLPH ORBIG, American ship, Amesbury—Standard Oil Co.

ADATO, British s.s., McIntyre—ARNHOLD, KARRER & CO.

MITSUI BUSSAN KAISHA

No. 6, ICE HOUSE STREET, PRATA CENTRAL.

Head Office—TOKYO.

Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

AGENTS:

Milko Coal Mines,
Kanada Coal Mines,
Hokoku Coal Mines,
Yoshino Coal Mines,
Onoda Coal Mines,
No. 1, Onsenji Coal Mines,
Ichimura Coal Mines,
Kishima Coal Mines,
Yamano Coal Mines,
Yamano Coal Mines.

The Osaka Shosen Kaisha, Limited,
Tokio Marine Insurance Co., Limited,
Meiji Fire Insurance Co., Limited,
Kanagawachi Cotton Spinning Mills,
Shanghai Cotton Spinning Mills,
Tokio Cotton Spinning Mills,
Mitsui Cotton Spinning Mills,
Onoda Cement Company,
Imperial Government Paper Mills.

MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, 19th August, 1899. [2798]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.

Call Flag W.

J. W. KEW,
Manager.

20, Des Voeux Road.
Hongkong, 18th December, 1900. [3133]

INTIMATIONS.

CLARKE'S B 41 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In Boxes 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors, THE LINCOLN AND MIDLAND COUNTRIES DRUG COMPANY, Lincoln England. [54]

F. H. MATHEWS & SONS, LTD.
Established 1840.
BAR & SALOON FITTERS AND
BREWERS' ENGINEERS.
Catalogues and Estimates Free.
86, Walworth Rd., London, England.
Patentees of "Waste Not" Beer Engines.
Call Address "Restoration, London."
Good Agents Wanted. [1006]

DODGE WOOD SPLIT PULLEYS.

ALL SIZES TO FIT ALL SIZED SHAFTS IN STOCK.



Also large Stocks of
GANDY COTTON BELTING.

SOLE AGENTS,
LUTGENS, EINSTAMANN & CO.,
HONGKONG.

4-2]

DON'T COUGH—USE
DON'T COUGH—USE
DON'T COUGH—USE
DON'T COUGH—USE
DON'T COUGH—USE

There is absolutely no remedy so speedy and effective. One Lozenge along gives relief. Simple, but sure in action, they can be taken by the most delicate.

KEATING'S LOZENGES,
KEATING'S LOZENGES,
KEATING'S LOZENGES,
KEATING'S LOZENGES,
KEATING'S LOZENGES.

If you cannot sleep for coughing, one Keating's Lozenge will set you right. They at once check the cough and attack the cause. A sale for past 30 years (1869) has proved them

UTTERLY UNRIVALLED.
UTTERLY UNRIVALLED.
UTTERLY UNRIVALLED.
UTTERLY UNRIVALLED.
UTTERLY UNRIVALLED.

Keating's Cough Lozenges, the unrivalled remedy for COUGHS, HOARSENESS and THROAT TROUBLES, are sold in Bottles by all Chemists. [2715]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I., A.B.C., Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 77 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAJIMA).

Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The Company has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [1619]

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS,
No. 11, LEE YUEN STREET, EAST.
Hongkong, 25th July, 1900. [307]

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.

Hongkong, 18th September, 1899. [3144]

BOOKBINDING BY EUROPEAN METHOD

with the best material and under European supervision at

THE "DAILY PRESS" OFFICE.
Always pronounced equal to home work, and prices very moderate.

APOL & STEEL PILLS

A Remedy for all irregularities,
Superior to Bitter Apple, Purgative, etc., etc.

SOLD BY
A. S. WATSON & CO., LTD., HONGKONG.

Proprietor:
MARTIN, Chemist, SOUTHAMPTON, ENGLAND. [3101]

SPECIAL ANNOUNCEMENT!

FIFTY-TWO SHORT COMPLETE STORIES FOR 1901.

THERE are now appearing weekly in the HONGKONG DAILY PRESS a Series of SHORT STORIES written by the leading Novelists.

Each story is copyrighted and will be completed in two bi-weekly instalments. The following is the list of the Story Writers—

- BLANCHE WILLS CHANDLER.
- R. W. CHAMBERS.
- MRS. L. T. MEADE.
- SILAS K. HOCKING.
- HELEN MATHERS.
- REV. S. BARRING-GOULD.
- ARABELLA KENNELLY.
- GUY BOOTHBY.
- MRS. ALEXANDER.
- MORLEY ROBERTS.
- THE QUEEN OF ROMANIA.
- ALGERNON GISSING.
- KATHARINE S. MACQUOID.
- FERRIS HUME.
- MRS. C. N. WILLIAMSON.
- HALLIWELL SUTCLIFFE.
- "RITA."
- J. MARSHALL MATHER.
- KATHARINE TYNAN.
- A. ST. JOHN ADCOCK.
- MARY LOVETT CAMERON.
- WILLIAM WESTALL.
- ADELIN SERGEANT.
- FRED WISHAW.
- JANE BARLOW.
- TOM GAILLON.
- MAY CROMMELIN.
- JAMES BAKER.
- MABEL QUILLER-ROUCH.
- A. J. DAWSON.
- THE LADY MIDDLETON.

From JANUARY to MARCH, 1901, the following

INSURANCES

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT Fire Class Foreign and Chinese Risks at Current Rates.

Hongkong, 29th May, 1895. f2

"L'UNION"
FIRE INSURANCE COMPANY, LD
(Established 1828).

THE Undersigned, having been appointed
GENERAL AGENT for the above
Company, is prepared to **ACCEPT RISKS**
at current rates.

Claims settled direct without reference to the
Head Office.

A. R. MARTY,
Agent.

Hongkong, 1st August, 1900. £79

**SALAMANDER FIRE INSURANCE
COMPANY.**

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to **ACCEPT RISKS** against Fire
at Current Rates.

HOTZ, SJACOB & CO.
Hongkong, 2nd April, 1900. [102]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1892. [2]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LARRAIK & CO.,
Agents for the Phoenix Fire Office
Hongkong, 17th August, 1887. [2]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS - £21,000,000

TOTAL FUNDS AS AT 31ST DECEMBER, 1899	
	£14,408,080.
I. AUTHORIZED CAPITAL.....	23,000,000 0
SUBSCRIBED CAPITAL.....	2,750,000 0
PAID-UP CAPITAL.....	687,500 0
II. FIRE FUNDS.....	2,731,183 13

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 22nd June, 1900. [187]

**AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX-LA-CHAPELLE.**

THE Undersigned, having been appointed
AGENTS for the

prepared to ACCEPT RISKS against FIRE
 at Current Rates.
 REUTER, BRÖCKELMANN & CO.,
 Agents.
 Hongkong, 21st April, 1907

PANY OF TORONTO, CANADA,
INCORPORATED 1851.
CAPITAL.....£10,000.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

Wm. MEYERINK & CO.,
Agents,
Hongkong, 18th May, 1900. 1512

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Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 16th May. 1892.

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